CHAPTER 611

CONTINGENCY MANAGEMENT OF 463L PALLETS AND NETS

A. GENERAL

1. The entire DOD airlift system is built around the 463L air cargo handling system and its unique components, including MHE, air cargo pallets and nets, and the aircraft air cargo restraint system.

2. Failure or weakness in any one of these critical components can cause disruptions in the flow of cargo to its destination. 463L system air cargo pallets and nets are especially significant in that their availability allows for prepalletization of cargo and advance load planning and prioritization. This advanced planning ensures available airlift capacity is fully utilized. It also contributes to efficient flight line cargo loading operations that expedite critical aircraft turnaround.

3. The efficient operation of the 463L air cargo handling system is crucial during contingencies when large volumes of cargo must be moved on an international scale over a short period of time. The availability of air cargo pallets and nets for the prepalletization of cargo during contingencies is assumed in the logistics distribution planning process. Their nonavailability could totally disrupt the scheduled airlift flow of cargo and ultimately impact the outcome of the operation.

4. Using 463L system pallets for purposes other than prepalletizing and transporting cargo is strictly prohibited. Contingencies do not change this fundamental policy.

B. CONTINGENCY NOTIFICATION

Upon notification by the USTRANSCOM Deployment Distribution Operations Center of a CJCS warning order (contingency alert) that contains force deployment orders, the SPM or IM will require a baseline inventory of all 463L pallets and nets. Inputs will be collected via the MAJCOM/MACOM or DOD component upon notification. The IM will specify the reporting format. The reporting chain of command is the same as for the quarterly reports. The IM will use the resulting baseline data as a point of reference for calculating estimates of attrition, damage, and usage later in the operation. The SPM may also use these inventory figures as justification for decisions that must be made concerning accelerated production or repair of assets, including new contracts.

C. OPERATIONAL VERSUS WRM ASSETS

Upon receipt of a warning order, WR-ALC/LES has the authority to merge WRM designated assets into the operational inventory. Organizations will not remove cargo from pallets previously loaded to support future stages of the conflict expressly for the purpose of obtaining empty pallets for insertion in the operational airlift flow. Upon implementation of war plans and notification from WR-ALC/LE, WRM-coded pallets and nets will be converted to operational status and continue to be reported as WRM.

D. THEATER WORKING LEVELS

During a major contingency force mobilization, deployed organizations will establish validated in-theater working levels i.e., for forward movements. Deployed organizations will turn in all excess pallets and nets to the local aerial port function for immediate reinsertion into the airlift system.

E. REDISTRIBUTION OF ASSETS

To sustain airlift operations during a crisis, the SPM or IM may require MAJCOM/MACOM and DOD Components to redistribute assets due to inadequate return of pallets and nets from the supported theater; greater than anticipated attrition or damage rates; delays in accelerated or new production; or general malpositioning of assets. MAJCOM/MACOM and DOD Components must be ready to expeditiously prepare and ship pallet and net assets to other organizations in response to redistribution orders from the SPM or the IM. CDRs will establish theater levels for pallet and net assets. Asset levels in excess of theater levels will be returned to the airlift system.

F. REQUESTING PALLETS AND NETS

1. During a contingency, unique procedures apply for requesting pallets and nets:

    a. All subordinate units must contact their MAJCOM/MACOM or DOD Component pallet and net monitor for assistance.

    b. MAJCOMs/MACOMs and DOD Components must first use assets from their on-hand inventory. If sufficient assets are not available, the MAJCOM/MACOM or DOD Component pallet and net monitor will notify the SPM and request assistance.

    c. Theater level pallet and net requirements will be submitted to the CDR forward.

    d. The SPM will direct immediate redistribution of assets to support these requests.

    e. The SPM or IM will be the focal point for all pallet and net requests.

G. REPORTING REQUIREMENTS

The CDR in the SPTD theater will provide a daily situation report of assets on-hand at established airfields in the theater using the Contingency 463L Pallet and Net Report format (Appendix L) to WR-ALC/LES.

H. ACCOUNTABILITY

All organizations must revise their pallet and net records to reflect the transfers of accountability, without deleting validated WRM-coded authorizations.

I. RETURN OF ASSETS

1. 463L system pallet and net inventory objectives are based on the timely return of serviceable assets from the supported theater.

2. Deployed organizations will break down pallets as soon as practical and return the excess to the airlift system. MAJCOMs/MACOMs and DOD Components must advise their deploying units of this crucial responsibility. IAW JP 3-35, Joint Deployment and Redeployment Operations and 4-01, during contingencies and major deployments, the supported geographic CDR is responsible for establishing and enforcing an effective pallet and net return program.

J. REPAIR

Organizations must return pallets to serviceable condition as expeditiously as possible, whether the repairs are local or depot level. Ship pallets or nets identified for depot repair to the contractor's facility on a priority basis. If repair contracts are surged, it is imperative to maintain a steady supply of reparable assets going to the contractor to economically sustain the surge.

K. CONTINGENCY ASSETS RECOVERY TEAM (CART)

1. The recovery of 463L pallets and nets is a priority task in contingency operations. The recovery process involves the establishment of CARTs. See Table 611-1. The CART will be a deployable unit. The CART will recover pallets and nets from exercise, humanitarian, and contingency operations.

2. The CART will be responsible for the identification of 463L assets, evaluation of serviceability, making serviceability decisions, arranging recovery, recovering pallets and related assets, planning evacuation, evacuating the pallets and other related assets such as specialized shoring kits to an aerial port for cleaning and insertion in the airlift system.

3. The CART will not disassemble shelters, bunkers or other facilities to obtain pallet assets used in their construction. The team can direct others in such disassembly IAW this regulation, JP 3-35, 4-01, 4-01.7, and TOs 35D33-2-2-2 and 35D33-2-3-1.

4. Serviceable or reparable pallets will be recovered to an aerial port by airlift or truck assets. In contingency operations, pallets will be recovered and moved by theater lift assets to the nearest aerial port for cleaning prior to insertion into the strategic airlift system.

5. Pallets/assets leaving an overseas location will be cleaned to meet US Department of Agriculture, and this Regulation, Parts III and V requirements. The CART or the owning agency will clean the pallets. Cleaned pallets/assets will be stacked and made movement ready. The CART will coordinate the return destination with Air Mobility Command (AMC)/A43E.

6. Deployment of the CART.

    a. The CART can be deployed as a standalone unit or as a team within a larger unit.

    b. As a standalone unit, the CART will be scheduled for deployment in the exercise or contingency OPLAN TPFDD between day C+15 and C+30. Otherwise, the CART will deploy with the deploying aerial port forces. When an OPLAN is not used, e.g., for humanitarian or disaster relief operations, the team will be deployed by AMC.

    c. When deploying as a standalone unit, the CART will have a Unit Identification Code and a Unit Line Number (ULN). When deploying as part of a larger aerial port unit, the CART will retain its own ULN. AMC will develop Type Unit Characteristics description and personnel and equipment data and information.

7. The following technical publications apply in making serviceable and reparable decisions:

    a. Technical Order 35D33-2-2-2.

    b. Technical Order 35D33-2-3-1.

c. Technical Order 36M-1-141.

Table 611-1. CART Structure

Team Composition	Personnel	Vehicles	Related Equipment	Automation
Active or Reserve Forces*				
1-1000 pallets 4 - 5 locations	1 – 0-3 1 – E/6 or E/7 4 – E/1 to E/4	2 – 10K A/T forklifts 2- HMMWV**	1 – pressure washer or steam cleaner and pallet dunnage	1 – R/D GATES set
1-2000 pallets 4 – 10 locations	1 – 0-3 2 – E/6 or E/7 8 – E/1 to E/4	3– 10K A/T forklifts 3- HMMWV**	2 – pressure washers or steam cleaners and pallet dunnage	1 – R/D GATES set

* Contractor personnel may also be used
** Vehicles may be substituted